

**17976**

woman who has been a loyal friend and a tireless advocate of America's workers. On September 26, Lorraine Stone will celebrate 33 years and one month with the United Auto Workers. In appreciation for her long dedication, the next day, Ms. Stone will be the guest of honor at a retirement celebration organized by both family and friends.

Lorraine began working for the International Union, UAW Region 1-C Office, on August 26, 1968, in Owosso, Michigan. In 1973, she was transferred to the Lansing Sub Regional Office until 1980, where she then returned to the Flint Regional Office, where she has remained to this day. Over three decades, Lorraine has been a vital component to Region 1-C, helping to establish a solid foundation for the progress of America's labor movement, and a better way of life for autoworkers everywhere. She has worked under several Directors and International Representatives, and has worked as Secretary to the Educational Director and Secretary to the Assistant Director, the position she has held since 1998.

Lorraine's work with the UAW extends outside the office as well. She has been an important part of the Region I-C Bowling Tournament for 29 years, and an organizer of the annual Sit Downers Dinner for 15 years. She has served as Chairperson of the Sam Duncan Scholarship Committee and as a member of the Fred Meyers Scholarship Board of Trustees. Earlier this year, Lorraine was selected as one of Region I-C's three Corporate Women of Achievement.

As a Member of Professional Secretaries International for more than 25 years, Lorraine has helped represent clerical workers throughout the state. She has held several executive positions within the organization, and in 1986 was recognized for her stellar contributions by being selected Secretary of the Year.

Mr. Speaker, we in Genesee County have been extremely fortunate to have someone like Lorraine Stone live in our community. Lorraine believes that the UAW must play a role in the larger community and I am appreciative for efforts in making a positive impact in the fields of scholarship and community activism. As we in Michigan are proud of our reputation as the automotive capital of the world, we are as equally proud and grateful for the men and women who day in and day out work to provide these quality products and bolster our pride. Lorraine Stone is one of those people. I ask my colleagues to join me in wishing Lorraine, her husband Harold, and their family, all the best.

## EXTENSIONS OF REMARKS

### A TRIBUTE TO JOHN NEECE

**HON. MICHAEL M. HONDA**

OF CALIFORNIA

**HON. FORTNEY PETE STARK**

OF CALIFORNIA

**HON. ANNA G. ESHOO**

OF CALIFORNIA

**HON. SAM FARR**

OF CALIFORNIA

**HON. ZOE LOFGREN**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, September 25, 2001*

Mr. HONDA. Mr. Speaker, today I join with my colleagues, Representatives STARK, ESHOO, FARR, and LOFGREN in honoring the retirement of a dedicated public servant, John Neece. John's retirement as Chief Executive Officer of the Santa Clara and San Benito Counties Building and Construction Trades Council ends 21 years of exemplary service to his community.

A native of San Jose, California, John Neece attended Lowell Elementary and Roosevelt Junior High, and graduated from San Jose High in 1962. After becoming a member of the Ironworker's Apprenticeship Program, John went on to join the Santa Clara and San Benito Building and Construction Trades Council in 1979. John became the youngest Chief Executive Officer of any council in the State, as well as the youngest delegate from the State of California to the International Iron Workers.

Through John Neece's visionary leadership, the Building and Construction Trades Council became the important organization that it is today: a source of strong advocacy for workers and labor. A former ironworker himself, John utilized his insight, energy and vision to become the Trades business agent. As an organizer and a leader, John has been successful in creating growth in the union movement and cooperation with other local unions and developers. His efforts made the Trades Council a crucial force within the Bay Area.

However, John Neece's service has not been limited to the building and construction industry. John has participated in various community programs in Santa Clara County and volunteered his time on numerous boards throughout Silicon Valley. John is an Executive Board Member and Second Vice President of the South Bay AFL-CIO Labor Council, and serves on the Board of several agencies such as the Valley Medical Center Foundation and the Joint Venture Silicon Valley Board and Visioning Council. John has also served in the past on the Boards of the Red Cross Capital Campaign Committee and the Red Cross Disaster Relief Program.

Mr. Speaker, John Neece leaves behind a life-long legacy of excellence and professionalism. It has been a great pleasure for my fellow Members and I to work with him, and it is an honor to be able to pay tribute to him here. John Neece has been a great friend to us all, and we wish him well.

*September 25, 2001*

ON THE INTRODUCTION OF THE  
RAIL INFRASTRUCTURE DEVELOPMENT AND EXPANSION ACT  
FOR THE 21ST CENTURY ("RIDE-21")

**HON. DON YOUNG**

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, September 25, 2001*

Mr. YOUNG of Alaska. Mr. Speaker, Today, I introduce the Rail Infrastructure Development and Expansion Act for the 21st Century. RIDE-21 is the first truly workable proposal for developing high-speed passenger rail infrastructure in the United States.

As Chairman of the Transportation and Infrastructure Committee I have made easing congestion on the ground, in the air and on the water the top priority this Congress. I believe that construction of a true high-speed passenger rail system in the United States is an integral piece of that solution.

The United States needs safe and efficient high-speed rail, whether it is steel wheel or magnetic levitation. It will help reduce congestion on America's highways and air lanes by connecting urban centers. It will also provide the traveling public more options.

The tragedies of September 11, and the resulting short-term cessation of air travel, demonstrated the need for transportation alternatives for passengers. The increase in the amount of time it will now take to clear airport security has added to the time it takes to travel by air, potentially making high-speed rail a competitive alternative in some regional markets. Simply stated, it is time for the United States to make high-speed passenger rail a transportation priority.

RIDE-21 is not the only proposal before Congress that makes federal dollars available for the development of high-speed passenger rail. Other bills, such as H.R. 2329 in the House and S. 250 in the Senate, are well intended and are designed to address high-speed rail infrastructure needs as well; but those bills fall short. There are three significant reasons why other proposals will not get our nation any closer to a comprehensive national system of high-speed passenger rail corridors: (1) They do not provide enough funding, (2) they do not provide sufficient flexibility in the hands of States in making transportation decisions, and (3) what little money is provided comes at too high a cost to the Federal Treasury.

#### HIGHER INVESTMENT

RIDE-21 generates more than \$71 billion for high-speed passenger rail infrastructure through the sale of bonds and the approval of federal loans and loan guarantees. In the hearing held by the Subcommittee on Railroads of the Committee on Transportation and Infrastructure on July 25, we learned that Amtrak estimates that it would cost up to \$70 billion to build high-speed rail in the United States. That's what I mean when I say that RIDE-21 is the first truly credible high-speed passenger rail proposal. It gets the job done.

In addition, I am very concerned that states may misunderstand the scope of other bills.